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6. In 26 August, Construction Superintendent Tittelwitz (fnu) of the Lrandenburg Bauunion gave the Brand construction staff an original sketch of the construction project in Parchim, Brandenburg Fauunion had received the construction plan from alor Olenik (fnu) of the Berder air force construction staff, burveying is to be done by Engineer Bloedhorn (fnu) of the Brand construction staff. The landing field surrounding the runway was to be surveyed in squares 10 x 10 meters, while the runway itself was to be surveyed in squares 10 x 10 meters. (5) The runway had a length of 2,515 meters and a width of 30 meters. Obstacles located in the extensions of the runway as far as 2,000 meters east and 3,000 meters west of the edge of the landing field were recorded. (6) construction of the aircraft dispersal areas with shrapnel-proof revetments was unimportant for the time being.

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(1) The evacuation of Parchim airfield was previously reported.

the following shipments left Parchim between

?9 July and 3 August 1952:

late	Ander of Axles	Receiving Stations
29 July	24	Cottbus
3 0	112 5½	Dangar ten K oet hen
31 . "	$h_{4}6$	Dangorten
1 August	84	Cottbus
2 "	4 G	<u> </u>
3 "	9/1	Cottbus

Some of these dates agree with the information in the present report. It appears that elements of the fighter regiment left for various destinations. Tost of the shipments, however, went to Cottbus where 17 MiG-15s were observed on 18 August 1952. After 18 August, these jet fighters were no longer reported from Cottbus airfield. It is possible that the planes were parked in the numerous hangers at the field.

- (2) The plane which dropped a parachute flere was possibly involved in an exercise conducted by a Soviet Arry unit.
- (3) Pajor Olenik of the Corder construction staff is known from many conferences on airfield construction projects.
- (h) For sketch of construction project, see Annex. This sketch shows that an aircraft dispersal area entends parallel to the runway and that two taxiways, each ho noters wide, are to be constructed vertical to the runway. The runway will probably not be extended. It appears that the aircraft dispersal areas with shrappel-proof revoluents which are entered on the sketch are not to be built for the time being.
- (f) This information indicates that the number will probably be provided with a new concrete cover.
- (6) This measure was taken to establish take-off and landing lanes free of obstacles.

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Construction at Parchim Mirfield

Lerend:

- 1 Runway 50 x 2,515 meters
- 2 Dispersal area
- 3 Communication lanes, each ho meters wide
- h Aircraft hardstands with shrapnel-proof revetments
- 5 Safety strips on both sides of the runway
- 6 Extensions of safety strip to the northeast and southwest

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